



# Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** September 19, 2019

**TO:** Oregon Transportation Commission

**FROM:** Paul Mather  
Interim Director

**SUBJECT:** **Agenda X** – Approve Recommended Safe Routes to School Rapid Response Infrastructure Project for City of Monroe

**Requested Action:**

Approve recommended project in the City of Monroe for \$125,931.96 and for the reduced match of 20% as part of the Safe Routes to School Rapid Response Grant Program.

**Background:**

In March 2019, the Commission approved the recommendation process for the Safe Routes to School Rapid Response Grant Program, established in the Safe Routes to School Rule ([OAR 737-025](#)). This program funding, which was approved by the Commission in 2018, allows for up to 10% of the annual Safe Routes to School allocation of \$10 million (increasing to \$15 million in 2023) to be used for the Rapid Response Grant Program. For the 2019-2020 program cycle, the Rapid Response Program may allocate up to \$1,833,333.33. Any remaining funds will roll into the 2021-2022 Safe Routes to School Competitive Grant Program. For reference, the next Competitive Grant cycle will be for 2021-2022 and the call for projects will open in the summer of 2020 for approximately \$26 million in available funds. To allocate the Rapid Response Grant funds, ODOT accepts applications on a rolling basis for Safe Routes to School Projects that are urgent due to an unexpected opportunity or injury/fatality of a pedestrian or bicyclist and cannot wait for the next Safe Routes to School Competitive Grant cycle.

ODOT receives applications on a rolling basis, and a subcommittee of the Safe Routes to School Advisory Committee (Attachment 1) reviews and recommends projects. This subcommittee assigned a quantitative score to the application using ODOT's OTC-approved scoring criteria that prioritizes projects benefiting low income students (Title I schools), addressing high-risk safety issues, located near elementary and middle schools, and ones which were "shovel-ready." The Rapid Response subcommittee takes this scoring into consideration as well as makes sure that the projects fully meet the urgent eligibility criteria.

**Safe Routes to School Advisory Committee Recommended Project**

In July 2019 the Rapid Response Subcommittee of the Safe Routes to School Advisory Committee reviewed and recommended approval for the proposed project in the City of Monroe because of a recent documented crash and injury involving a student riding a bicycle to school. The City of Monroe requested \$125,931.96 to build a walkway to connect students safely to Monroe Grade School and provide a safe alternative to walking along a dangerous highway.

<b>Rapid Response Program Budget 2019-2020</b>	<b>Current Balance</b>	<b>Recommendation for City of Monroe</b>	<b>Remaining Balance</b>
\$1,833,333.33	\$1,833,333.33	\$125,931.96	\$1,707,401.37

**Match Reductions**

Per HB 2017 (Transportation Funding) and OAR 737-025, the OTC may approve a match reduction from 40 percent to 20 percent for projects:

- in a city with a population of 5,000 or fewer,
- along a Priority Safety Corridor,<sup>1</sup> or
- that serve a Title I school.

This applicant meets the qualifications and staff recommends the Commission allow a reduced match of 20%.

**Attachments:**

- Attachment 1 – Rapid Response Subcommittee Roster

**Copies to:**

Jerri Bohard	Travis Brouwer	Tom Fuller
Cooper Brown	Troy Costales	Heidi Manlove
Alan Thompson	Amanda Pietz	Susan Peithman
LeeAnne Ferguson		

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<sup>1</sup> A “Priority Safety Corridor” is a project in an area with high-risk factors that are known to impact safety and which have not been mitigated. Conditions of a Priority Safety Corridor are defined in OAR 737-025 and include speed, width of the roadway, traffic volumes, and history of crashes.